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RAILWAY PROMOTIONS.

CHANGES ON THE PENNSYLVANIA

EAST AND ROADS NEARER HOME.

Mr. Pomeroy Succeeds to the Vacancy

Created by the Death of Mr. Sher-

man—General Railway News.

The board of directors of the Pennsylvania

road at a meeting in Philadelphia

yesterday elected John P. Green first vice

president of the company to succeed Frank

Thompson, who was recently deceased.

The board made a number of promotions

because of the elevation of Messrs. Thom-

son and Green. The full list of appoint-

ments made is: First vice president, John

P. Green; second vice president, Charles T.

Pugh; third vice president, S. M. Prevost;

first assistant to the president, Samuel

K. H. Johnson; second assistant to the

president, Wm. W. Patton; and E. T.

Postlethwaite, freight traffic

manager, William H. Joyce; general man-

ager, J. B. Hutchinson.

Two new positions were created—those of

freight traffic manager and first assistant

to the president. Mr. Joyce, who bears the

former title and ranks the general man-

ager, was formerly known as the general

freight agent. Samuel K. H. Johnson, first

assistant to the president, was Mr. Robert's

assistant and in future will have charge of

the engineering department of the road. J.

B. Hutchinson, the new general manager,

succeeding S. M. Prevost, is a former

superintendent of transportation. The lat-

ter office was not filled by the board. Wil-

liam A. Hatton is given the same position

he occupied under Mr. Roberts and E. T.

Postlethwaite is carried along with Mr.

Thompson, he having been assistant to the

president since the death of Mr. Thompson.

The board also voted to create a future

meeting will fill some vacancies that were

unfilled yesterday and possibly will

create some new offices.

Mr. Sherman's Successor.

F. I. Pomeroy, general manager of the

Nickel-plate fast freight line, has been ap-

pointed general manager of the Red, White

and Midland lines, of which the late George

B. Sherman was for so many years the

general manager. Mr. Pomeroy will succeed

Mr. Sherman as general manager of the Nickel-

plate fast freight line is not yet settled.

Mr. Pomeroy entered railroad service May

1, 1871, as general freight agent of the Utica,

Ithaca and Elmira road; later he was con-

sidered to the position of general freight

agent of the Erie and N. Y. road; in 1884

he was appointed general freight agent of

the Erie Dispatch at Philadelphia; in

1888 he was appointed general freight agent

of the Erie and N. Y. road; in 1891 he

became general manager of the three lead-

ing Vanderbilt fast freight lines.

The Anti-Sculping Bill.

The officials of the Western roads are

just now feeling more sanguine regarding

the fate of the anti-sculping law than they

have been for some time. The bill, which

was introduced in the House of Represen-

tatives last year, has been passed by the

House and is now in the Senate. The bill

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FLACK GAVE THEM FUNDS

GRAND JURY FOREMAN CONTRI-

BUT TO SECURE EVIDENCE.

Witnesses Against Saloon Keeper

Henry Smith Testify—A Plea that

He Was Deliberately Trapped.

The case of the State against Henry

Smith, saloon keeper, and John Dickson,

his bartender, for selling liquor on Sunday,

was on trial in the Criminal Court yester-

day afternoon before a jury, with George

W. Spahr on the bench as special judge.

This is one of the cases that grew out of

the employment of the League of

men to gather evidence to convict saloon

keepers. Although all of the facts are not

properly before the jury on account of

parts of the evidence being ruled out by

the court, it developed that Joseph Flack,

foreman of the grand jury, returned the

indictment against Smith and Dickson to

pay several men for visiting saloons at

illegal hours and buying beer for the pur-

pose of testifying before the grand jury

and in court. The State had its witnesses

summoned, but put only one, Rollo Ander-

son, on the stand. He testified that on a

certain Sunday he had been in the after-

noon at 8 o'clock in the evening.

It became apparent that the defense

was a plea of guilty to the charge of

being a witness against the law and that

the State was not to prosecute him. Of

the work of the defense showed that it

was the theory of the defense.

The defense showed that the State had

paid money to cover the expense of

securing the evidence. Captain Rutter

was on the stand a few minutes. He said

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